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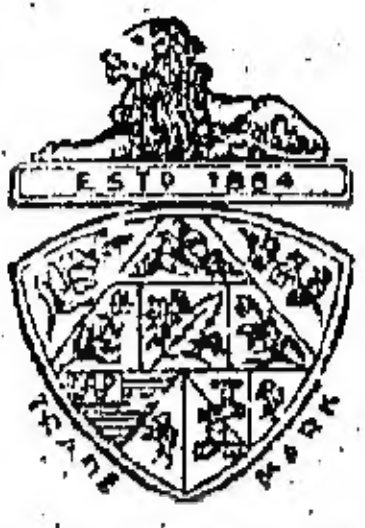
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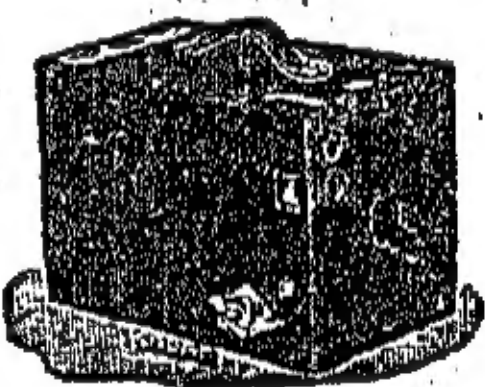
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, DECEMBER 29TH, 1904.

ONE of the widest spread of Church legends has it that the Apostle THOMAS had for his sphere of teaching Asia; and that he was successful in converting the Armenians, the people of India, the Chinese, and the "Ethiopians." A later version of the legend relates how he was finally killed by an accident at a place called Mailapur, "the Peacock City," called by Marco Polo Maabar, who gives the story of the death of the Apostle current in his time, and adds: "Before he came to that place, where he thus died, he had been in Nubia, where he converted much people to the faith of Jesus CHRIST." By the XVIIth century the story had attained such currency that in 1522 the Portuguese under the viceroyalty of DUARTE MENEZES actually appointed a commission to visit the site, where they found certain bones, which with great élan were transported to Goa, to the Church St. Thomas, where they are still to be seen.

Of course the older version mentioned in the apocryphal Acts, and referred to the IVth century, speaks of the translation of the body of the saint from his place of death to Edessa in Mesopotamia in the year 394, while St. JEROME, about the same date, mentions St. THOMAS as having preached the faith in India, so that very respectable authority exists as to the connection of the saint with the Indian peninsula. Still, in the face of the very serious discrepancies in the two stories, the more sober historians have for the last two centuries, at least, been disposed to treat the entire story as little better than a monkish fable, and quite unworthy of credit. Of late

years more recent investigations into the early history of the old state of Gandhara, roughly represented by modern Afghanistan, assisted by the discovery in situ of a nearly perfect sequence of coins, have brought to light unexpected coincidences between the older legends and the sovereigns and place names of the valley of the Cabul River, which cannot be merely accidental, and which go far to strengthen the authenticity of the older legend, and throw light on the actual evangelistic work of the Apostle. Mr. W. R. PHILIPPS, in the *Indian Antiquary*, has lately been summing up the results of his investigations. The "Acts of St. Thomas" is one of those apocryphal works of the early Christian ages which are now only beginning to attract the hands of historic students the attention they deserve, not from their intrinsic value, which is of the smallest, but from the curious sidelights they throw on many disputed questions in history, and the early expansion of the Christian religion. The original work seems to have been written about the latter part of the fifth century, but the oldest surviving transcript belongs to the year 936: the story as told is interesting. After the death of Jesus the Apostles divided amongst themselves the countries to be evangelised, and India fell to the part of THOMAS, who, however, showed little inclination for the task. Jesus himself appeared and caused THOMAS to be sold to a merchant called HABRAN, who had received an order from the King of India, whose name was GUNDAPHAR, to obtain an artist to construct and dedicate his palace. The two set out together and landed at a place called Sandaruk. Now who was this GUNDAPHAR, and what was his kingdom? From the evidence of coins a King belonging to the Indo-Scythian state which at one time possessed the valley of the Cabul River, called himself GUNDOPHARES, and there is no doubt that the two were identical. But GUNDOPHARES is an unmistakably Gothic name, the equivalent of GUNDOBERT, a name well known elsewhere as GUNDOBERT or GUNDOBALD. The Chinese writers here come to our aid, and we find he must have been the immediate successor of the king mentioned by Han writers as having crossed the Hindu Kush a few years after the birth of CHRIST, and whom they call KITOLU; and whom we must identify with the Greek KATULPHUS, whose plainly Teutonic form struck YULE as remarkable. From a comparison of the various transcriptions of the name, Chinese and Greek, there is little doubt that some such form as Gothic GUTHILAF was intended. Next as to the country where the Apostle landed, there is equally little doubt that he took the ordinary sea route traversed by the Greek merchants of the day, and landed at one of the sea ports at or near the mouth of the Indus in lower Scinde, which was, as we learn from both Greek and Roman authorities, the general method of going to the upper Punjab. Sandaruk, which has apparently stood in the way of previous commentators, is thus simply a corrupt rendering of Sanskrit Sindhu-rajya, the country of Sindhu, the contemporary name of the district. Here, the story tells us, they assisted at the marriage ceremonies of the local Rajah's daughter, whose father afterwards helped them on their way to the Court of GUNDOPHAR, then, as we learn from other sources, situated at Parashawar, the present Peshawar. So far the local colouring of the tale is clear, and points to the writer as having had personal experience of the route: what follows is more difficult.

THOMAS in due course received payment for his work, and earned, according to the chronicler, besides, as a reward for his good works, his wages in Heaven. He had succeeded in converting not only the King but his brother GAD.

Here, however, occurs a narrative more difficult of explanation. An individual named SIFUZ, plainly the common Persian SHAPUR, represented as a general in the service of King MAZDAI, came to visit THOMAS, and took him away in an ox carriage. Here a difficulty arises as to who was this King MAZDAI, and here we must venture on conjecture. Amongst the coins of the country recently discovered are some that bear the strange superscription Suanashao Bazodeo Koshano, regarding which a curious story has been elaborated of three kings, brothers, bearing the strange titles of KANISHA, HUSHKA and JUSHKA, an evident Mohammedan transliteration similar to such forms as YAGUJ and MAQUS, &c. Rather do these words seem to be titles of some of the later kings of the same country, that of Koshana, the modern Kesh. The first inscription to be noticed is plain, Kshatra kshatruanam, cynisca Kshano,

"Kshatra of Kshatra, king of Kshana"; the other above described is possibly an attempt at a translation of the same into some Indian vernacular, and the name or title seems to be identical with the Vasudava of the Mathura inscriptions. Here he converted many of the principal persons about the Court, whose names so far as given do not readily lend themselves to identification.

The result of these recent investigations would seem to be that there is strong ground for the old legend that St. THOMAS really did come to the north-west of India, and that his mission had considerable success in the Gothic Kingdom of the Indo-Scythians, which up to about the sixth century was the most powerful neighbour of the Persian Empire of the Sassanians, and that he certainly travelled over the lands of the Pamirs, and at least as far into India itself as southern Scinde. He was probably executed under one of the later so-called Scythian kings, but his body was nevertheless buried in the royal sepulchre at Peshawar; whence towards the close of the fourth century it was removed and reinterred near the present Turkish town of Orfah in Mesopotamia.

There does not appear the slightest evidence of his ever having been so far east in India as the city of Madras, and we must dismiss as a late fable the story of his remains having been removed to Goa. There remains one other fact of which we have reasonable evidence. POLO, as we have seen, sent him to Nubia. Ethiopia was, however, the country of which POLO's informant must have spoken. The Ethiopia intended was not the African, but the Asiatic Ethiopia spoken of by HERODOTUS whose inhabitants in connection with the Indians formed part of the great army which followed XERXES to the attack on Greece. They had, in opposition to the curly locks of the African Ethiopians, straight hair, and are to be looked for in the inhabitants of Beluchistan, and thus near neighbours of the Indo-Scythians in Afghanistan. The Church has fixed his festival on the 21st December, the reason of which is not very plain, but is probably connected with the octave of the Winter Solstice of which it is the opening.

Mr. Probasco, whose name was mentioned in connection with a case at the Supreme Court yesterday, is said to be at Manila.

The Governor of Chekiang, in obedience to orders, is trying to enlist three thousand new troops to be drilled Japanese fashion.

The report that a leading Shanghai firm had received a telegram last week announcing the recall of the Baltic Fleet was a fiasco.

Capt. Bouch of the Douglas s.s. *Haitan*, reports that on the 28th inst. a Japanese cruiser was anchored in the outer roads at Amoy.

Mr. W. Stewart is the Hon. Secretary of the Kowloon Dock Bill, to be held on the 30th inst., commencing at 8.30 p.m.

Lieut. Lord Bernard C. Gordon-Lennox Grenadier Guards, has been seconded for service with the Chinese Regiment of Infantry at Weihaiwei.

Six signed receipts of the China Mutual Life Insurance Co. for sums amounting to over \$1,000 were yesterday found on Des Vœux Road, Central, by Mr. C. M. da Silva, of the Daily Press office, who handed them to the China Mutual's comptroller.

The tea merchants are already taking steps to secure space for China teas in the Belgian exhibition, and arranging to have exhibit shipments passed through the Customs free. It is doubtful, however, whether the *Peking Times*, whether they will meet with as much success as they enjoyed in America.

In consequence of the decease of the Right Rev. Bishop Piazoli, the President of the Catholic Union, the Club was closed yesterday and the performances of "Ali Baba" have been postponed to the 4th and 6th prox. at 9 p.m., and the 7th prox. at 5 p.m. All seats booked are cancelled. New plans of seats are on view.

The *Strait Times* understands that there was some difficulty in fumigating the baggage of the *Sherwood Foresters*. A case of smallpox occurred on board the *Avoca* and the baggage was sent to the fumigating chamber at the foot of Fort Palmer. Then some important parts of the disinfecting machinery were stolen.

The Hongkong Volunteer Reserve Association may have rifle practice at the King's Park Range, Kowloon, on Monday and Tuesday, 2nd and 3rd January, from 10 a.m. to 5 p.m. Rifles and ammunition can be obtained on the range. A regimental musketry instructor will be present at the range on both days. The 400 yards range only will be available.

This item appeared in the *Peking Times*: "The Japanese have bought 2,000,000 Dutch cheeses at Gouda—for food, not for ammunition.—This is a curious order, however, as the Japanese have no liking for cheese and abhorred even its smell a few years ago." In view of the quality of the Gouda cheese sold in Japanese stores a few years ago, we are inclined to think there must be something in the ammunition theory.

The American consulate at Shanghai is now in charge of Mr. J. W. Davidson, while Mr. Jno. Goodnow is in the United States. Dr. Knappe (Consul-General for Germany) is now the doyen.

Capt. Duolop, of the s.s. *Giong Seng*, which arrived at Singapore on December 15th from Samarang, reported that he picked up two Chinamen in the bottom of a fishing boat off Pulo San in the Rio Straits.

The St. Petersburg *Seet* says—the English are terribly vexed that the trap which they laid in the North Sea did not bring the desired result, and the Japanese were woefully deceived in their expectations since their torpedo-boats in the North Sea did not succeed in damaging one Russian ship.

Another lengthy letter on the financial affairs of the Mahomedan mosque has reached us but we are not disposed to publish any more on this subject. We have been told that no balance sheet of the Mahomedan Charity Funds has been published for five years. We have also been told there is a reason for it. The latest letter throws no more light on the matter.

The *Peking Times* congratulates Mr. Jo In Foley, Traffic Manager of the Imperial Railways, on the receipt of another decoration. Recently, General Petzel called on Mr. Foley and in the name of the Emperor William presented him with the handsome order of the Red Eagle, in recognition of his services rendered to the German troops ever since the occupation.

At the 64th Annual Meeting of the Peninsular and Oriental Steam Navigation Company, held on the 13th December, the Directors, after providing for the usual dividend at the rate of 5 per cent. per annum on the Preferred Stock, recommended a dividend on the Deferred Stock of 64 per cent. for the six months, and a bonus of 3 per cent. making, with the Interim Dividend of 34 per cent. paid in June, a total distribution on the Deferred Stock of 13 per cent. for the year.

With respect to Bordeaux wines, Messrs. Gregor & Co. write:—Our reports to hand by to-day's French mail as to this year's vintage are satisfactory under every respect. The yield has not been excessive, but the quality both in ordinary wines and higher growths promises to be exceptionally good, these latter being especially very useful for bottling. The yield being only regular but quite sufficient in every district, the prices are likely to maintain themselves relatively low, and it is therefore to be hoped that 1904 vintage may be classed as to quality and price with that of 1899.

Japan has renewed her demand for Cardiff steam coal. The quantity is not definitely known, but the orders have been placed with three Cardiff merchant firms, and these firms are now in the market offering freights for Shanghai. One of the best Admiralty colliers sold a parcel of 10,000 tons believed to be on Japanese account. Messrs. Moxey, Savor, and Co. have already chartered one steamer of 5,500 tons for Shanghai or Japan at a freight rate of 16s. A report that another steamer had been chartered at 18s. is contradicted, and firm offers of 17s. were known to be under consideration last month.

A world's record in shooting has just been made by the battleship *Cesar*, flagship of Lord Charles Beresford, who publicly congratulated the ship's crew. The total number of rounds fired from her 6-inch guns was 227, and the number of hits 149. This works out at 9.45 rounds per minute per gun and 6.2 hits per minute per gun. The practice with the 12-inch guns was hardly so satisfactory, although one man made six hits out of seven rounds fired. Each 6-inch gun was allowed two minutes to fire at a target made of canvas, and measuring 2 ft. by 20 ft., the range being 2,000 yards, opening out to 2,600 yards. No one was allowed to assist the gun's crews, and no "spotting" was permitted.

A telegram to the *Straits Times* said:—Consequent on the signing of the Franco-Siamese Convention, Siam has appointed M. Padoux, of the French Consular Service, to be Legal Adviser of the Siam Government. Colonel Goulet has been appointed to command the native militia in the provinces of Battambang and Siemreap. Our contemporary commented: M. Padoux entered the French Consular service in 1890. He has spent the greater part of his career in Tunis, whence he comes to take up the appointment in Bangkok. M. Padoux is one of France's most brilliant Consular officers and has an excellent reputation. Regarding Col. Goulet we can find no reference. It is presumed that the command of a native militia regiment would not be given to a very prominent military officer.

"In my opinion," says a writer in *Commercial Intelligence*,—"there exists in China a splendid opportunity for many lines of business, but unfortunately our own people do not for the most part master the difficulties of the language and customs of the people, and consequently business is going to Germans and others, who have taken the trouble to equip themselves more thoroughly for business in China. It is courting defeat for Europeans to go out to China to open up business there unless they are prepared to make themselves familiar with the manners of the people, to study their language, and to enter into their life. I believe that if men will go out prepared to work, and to fill the requisite conditions, there is a great field for them; but I should like to say here, most emphatically, that firms who send out men whose only thought is to live as near as possible up to the manners of the English country gentlemen, are doing an ill service not only to them selves, but to the nation itself."

It is announced in the *Gazette* that the King has granted unto Mr. Walter Denning authority to accept and wear the Insignia of the Fifth Class of the Imperial Japanese Order of the Rising Sun, conferred upon him in recognition of valuable services rendered by him to the Emperor of Japan in his capacity of Professor of English Literature in the Second High School at Sendai.

Four time-expired employees at the Naval Yard, Messrs. Gray, Hodge, Varcoe and Bull, received presentations the other evening from their Naval Yard colleagues. Mr. Gray—an inspector of fitters—and Mr. Helge—a storehouse-man—left for Home by the C.P.R. mail steamer yesterday. Mr. Varcoe—a boilermaker—and Mr. Bull—a founder—leave for home on Saturday.

The *Singapore States* that the Shanghai has assented to the proposal of Shantung gentry to mark out commercial settlements in Cheutsun and Weilsun, where foreigners may reside and trade, but that it is stipulated that there shall be no perpetual leases granted to foreigners as in Treaty ports; only temporary leases for a certain number of years, liable to renewal on expiration. Furthermore, no landholder can sell his land to foreigners, and poor natives desiring to sell their lands within the Settlement in question must sell to the official Land Bureau.

A bird fancier was before the Police Court yesterday morning to answer a charge of hawking without a licence. His wares—consisting of four coops of fowls—were brought along with him and placed outside the door of the large Court. As Mr. Gompertz was busily engaged deciding facts in cases, he was frequently disturbed by the loud crowing of several cocks, and at length ordered their removal. A Chinese constable, in the execution of this duty, happened to break one of the coops, and the fowls got out. Then followed a worse commotion than ever.

A Peking letter states, according to the *N.-C. Daily News*, that a wealthy notable of Anhui province, named Sun, has succeeded in starting a Company for the establishment of a cotton spinning mill in the district of Poohoa, in the same province. He has already obtained shares to the extent of Tls. 100,000, of which the Grand Secretary Wang Wenshao and Generals Ma Yu-kun and Chiang Kuei-ti—the latter commanding the division of Viceroy Yuan Shih-kai's foreign-modelled troops guarding the Imperial Palaces—have bought Tls. 60,000 worth. A special deputy, a sub-prefect named Tien Kuei, who has a little knowledge of English, it is stated, has been appointed to go to the United States to purchase the necessary machinery for the proposed mill.

## "KING DODO."

On Saturday night the Pollard "kiddies" will introduce to Hongkong "King Dodo," an entirely new musical comedy, which according to a Shanghai contemporary has pretty music, smart dialogue, with much of the charm of a fairy tale to commend it to public favour.

A brief outline of the comedy shows King Dodo as feeling the burden of his years hanging heavily upon him. He commands Mudge, his court historian, to turn back the clock thirty years. His command, however, though carried out, does not have the desired effect of making him feel younger. He then commands Dr. Fiz, his court physician, to prepare some drug which will bring back his youthful days. Dr. Fiz then prepares his marvellous Elixir of Life, which has the desired effect, and leads H.R.H. into many ludicrous adventures, finally ending in his betrothal to Queen Lili, a neighbouring ruler. There is much smart dialogue between these two, and funny situations.

Master Jack Pollard in the title role made a tremendous hit, it being a part that suits him admirably, while Miss Daphne Pollard in the part of Lili played the part in her well-known versatile manner. Miss Olive Moore gave a wonderful performance of the part of Queen Lili.

The play is brimful of sparkling wit and merriment, and should not be missed by anyone who enjoys a capital night's entertainment. "King Dodo" will be produced on Saturday, 31st December, and Monday, 2nd January. The company will leave for Manila on Tuesday, 3rd January, and from there on to Canada and the United States, where they are booked for a season covering some eighteen months.

## SECRET SOCIETIES IN NORTH CHINA.

It is reported from Peking that members of secret societies from the Southern and Central provinces have been lately organising branch societies in the neighbourhood of Kalgan, on the Chihli-Mongolian frontier. The names of the secret societies are Tsaiyun Hui (from South-western Chihli), Hanchun Hui (Honan province), and Santien Hui (from Kwangtung province). It is further stated that the emissaries of these societies have been very successful, each society having obtained from 900 to 1,200 members, within the past three months. The authorities, however, appear to be aware of these things, and are preparing for eventualities.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 28th at 11.30 a.m. The barometer has fallen in Formosa, and over the neighbouring portion of the Pacific, and has risen at all other stations. The anticyclone continues over the interior of China and is extending eastward towards S.W. Japan. Gradients are rather steeper upon the east coast of China and fresh N.E. monsoon will be continued in the Formosa Channel and to the northward, and fresh to strong monsoon in the China Sea. Forecast:—Fresh to strong E. winds, cloudy, fair.

## TELEGRAMS.

[REUTERS' SERVICE.]

## VENEZUELA AND THE UNITED STATES.

LONDON, 26th December.

Venezuela is placing guns in position, at La Cuyra and Puerto Caraballo, it is supposed in view of the strong intimation from Washington that she must mend her ways and discharge her obligations to foreigners.

## TROUBLE IN POLAND.

LONDON, 26th December.

A revolutionary demonstration took place on the 25th instant, at Radom, Poland, where mobilization was proceeding; a demonstrator fired on the troops and the Colonel in command was killed.

## NAVAL APPOINTMENT.

LONDON, 26th December.

Rear-Admiral W. H. May has been appointed to the command of the Atlantic fleet, the appointment dating from March, with the rank of Vice-Admiral. This is evidently the outcome of the scheme of the 11th Dec mber.

## THE WAR.

[REUTERS' SERVICE.]

## PORT ARTHUR.

LONDON, 26th December.

The latest Japanese successes at Port Arthur indicate that the Japanese are endeavouring to isolate the Liaotshuan promontory.

The *Nanshu Maru* has left for Port Arthur with ten foreign Attachés, some representatives of the Diet, and Press representatives, on board.

## COLLISIONS IN THE HARBOUR.

The steam launch *Wing Lai* collided with a sampan yesterday afternoon close to the s.s. *Telenachus* at West Point. The sampan was capsized and the occupants thrown into the water, one boy being drowned, and another boy and girl picked up by the crew of the *Telenachus* in an exhausted condition. While awaiting the arrival of an ambulance the officers of the above ship rendered first aid. The children were then conveyed to the Government Civil Hospital.

Another collision, in which, fortunately, no fatalities resulted, was caused by the s.s. *Whampoa* running into a small boat and cutting it in two. The occupants were all rescued by the Police pinnace.

## CHINESE COMBATANTS.

The Russian report that follows has several obvious improbabilities. The *Peterburgsky Listok* has received from its correspondent at Kharbin the following telegram, the publication of which, it says, has been permitted by Lieutenant-Colonel Alexieff:—

"To-day I received important information from an absolutely trustworthy source to the effect that General Okasimo and Colonel Sibato, of the Japanese Army, have opened a recruiting station for Chinese at the village of Shilitin, eighty-five kilometres from the station of Sin-min-ting. With the object of obtaining recruits, the Japanese have circulated hundreds of thousands of copies of a Proclamation calling upon the Chinese to place themselves under the Japanese flag to fight the Europeans, and pointing out that the Japanese and Chinese have the same religion and speak almost the same language (!) During the first few days after the issue of the Proclamation, as many as 7,000 recruits were enrolled daily, each man immediately receiving a Japanese uniform. The number of applicants subsequently dwindled, however, to 1,000 per day, owing to a misunderstanding with the Japanese authorities. The Chinese recruits, who are paid at the rate of 40 diens a month, are known as Voluntary Militia. They are sent after enrolment to Yinkow, whence they are distributed in small detachments among the regular Japanese regiments in the field."

## HOW TO TAKE PORT ARTHUR.

The *Manilla Times* has had the following inspiration:—Now is the time for the Japanese to get foxxy and demonstrate to the world that they are the greatest strategists in the world. They cannot take Port Arthur by direct assault without losing more men than their country can spare. There is another way in which they can do it, and although we pointed it out to them months ago there seems to have been no disposition to avail themselves of the suggestion so freely offered. Perhaps some of the Japanese generals reported against it out of jealousy because they hadn't thought of it themselves. It is this:—The Russians in Port Arthur must have provisions, and every little once in a while ships put out from Chefoo to carry needed food stuffs into the blockaded port. Now it would be the simplest matter in the world for the Japanese to place ten thousand soldiers, with short carbines, cutlasses, and pistols, in ten thousand barrels, mark them all flour or fresh meat, bore little holes for the men inside to get air, put them on a ship, and allow the ship to slip through the blockade. It would probably be a day or so before the Russians could attend to getting the cargo ashore and opening the barrels. Meanwhile, the first night the Japsies could liberate themselves, with the connivance of the crew, and form on the dock and start storming the garrison from within. While the attention of the Russians was thus engaged by a new and unexpected enemy, the Japs outside would have opportunity to place their scaling ladders and swarm over the walls unharmed. Thus the fortress would be taken and the celebrated feat of the Greeks and the wooden horse made to look like a bungling piece of stagewarfare.



# GREGOR & CO., WINE AND SPIRIT MERCHANTS.

HONGKONG.

## SANDEMAN BUCK & CO'S SHERRIES.

SANDEMAN'S LIGHT DRY SHERRY	Per Dozen Quarts \$14.00
SANDEMAN'S VERY PALE DRY SHERRY	" " " 20.00
SANDEMAN'S DRY PALE NUTTY SHERRY	" " " 26.00
SANDEMAN'S FINE OLD BROWN SHERRY	" " " 39.00

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers, as compared to bottling done in China by Chinamen at the service of European Houses.

TO LET.

TO LET.

### NO. 1, RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MOUNTAIN TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS; PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 29th June, 1904. [175]

TO LET.

### NO. 1, STEWART TERRACE, the Peak.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 29th June, 1904. [178]

### BACHELOR QUARTERS TO LET.

A LARGE AIRY ROOM, in the Central District, with Bright Verandah, and Bathroom and Kitchen attached. Terms moderate.

Apply to—  
Care of Daily Press Office.  
Hongkong, 24th December, 1904. [2383]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shawan, Tones & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—  
CHUNG SHUN KOO,  
12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [2382]

TO LET.

### NOS. 19 & 21, SEYMOUR ROAD.

Nos. 74, CAINE ROAD. GODOWNS Nos. 31A, 31B, 31C, Praya East Possession from 1st January, 1905.

Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 1st December, 1904. [1430]

### HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,  
Secretary.  
Hongkong, 4th June, 1904. [1417]

TO LET.

### BANGOUR (PEAK).

BYRIE Unfurnished, to Let in about 2 months. Newly repaired, Painted and Colour-washed.

No. 7, BELLIOS TERRACE, 1st Row. No. 30, 3rd Row. Nos. 11 & 14, 2nd Row. BEACONSFIELD ARCADE, No. 14, 1st Floor.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

Apply to—  
KINSTEAD & DAVIS.  
Hongkong, 12th December, 1904. [2363]

TO LET.

### ONE LARGE GODOWN, No. 112A, Praya East.

Possession from 1st January, 1905. Apply to—  
D. DORABJEE,  
King Edward Hotel.  
Hongkong, 25th December, 1904. [2751]

TO LET.

### 3RD FLOOR, suitable for Offices.

Apply to—  
WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [27]

TO LET.

### GODOWN No. 3, New Praya, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 22nd November, 1904. [2725]

TO LET.

### A EUROPEAN HOUSE, No. 158, Praya East.

Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1177]

TO LET.

### A T East Point, a NEW BRICK-BUILT TWO-STORY GODOWN with Water Frontage.

Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 26th November, 1904. [2762]

## THE INTERNATIONAL COTTON MANUFACTURING CO., LD.

The ninth annual general meeting of this company was held at Shanghai on Dec. 2nd. It was reported by the N.C. Daily News as follows: There were present Mr. C. H. Moore (Chairman), Messrs. W. H. Peate and J. N. Jameson (Vice-Chairmen), G. B. Burgoyne, L. Midlumier (Secretary), G. B. Burgoyne, L. Midlumier, C. Selby Moore, and J. M. Young, Lin Chang-yun, and See Ming-yue—representing 3,077 shares.

The notice convening the meeting was read. The Chairman, Mr. J. L. Scott, it becomes my duty, gentlemen, to address you to-day. The reports and accounts have been in your hands for some days, and with your permission we will take them as read. As already stated in the report the war in the North, dear money, and the general political uncertainty have greatly interfered with the successful working of the mill. We have also had difficulties to contend with in the reorganisation of our mill staff—these difficulties have, however, been overcome, and I think I may confidently say that the mill is now being worked in a very rapid and efficient manner. After careful consideration, your directors have found it advisable to recommend you to dispose of the accumulated balance at credit of profit and loss account as stated in the report, with a considerable portion of our share and debenture capital unused it is impossible to distribute any of these accumulated earnings by way of dividends, and to carry them forward in profit and loss account might tend to raise false hopes in that respect. Of the Tails 50,000, which we propose to place to reserve account, the sum of Tails 31,669.37 is actually invested in first-class securities of the debenture trustees. It is our intention to continue to place a portion of our future earnings to reserve account until a working capital has been accumulated sufficient for the proper running of the mill. One of our first-class condition of revenue at an expense during the year of Tails 19,000, and I should like to draw your attention to the fact that when the report has been made, we shall have written off Tails 137,753, equal to about 19 per cent of the initial cost of our plant and machinery, which, however, your directors do not consider too much.

Mr. Selby Moore—Before we proceed to pass the accounts I wish to make a few remarks. Before actually touching the accounts themselves may I be permitted to place on record my own (and I should think, most shareholders') disappointment at the lamentable result of the year's working. Last year the result of the year's working was considered disappointing, but after the Chairman's remarks at the annual meeting I felt that better times were in store for us and that at last we had turned the corner and were, if not within sight of a dividend, at least on the high road to it. What do we now find? This mill, which has now been running some ten years, equipped with modern machinery and presumably overseen by competent men, passes out of its sickly infancy into a more sickly youthhood, and one trembles to think what its old age will be. Now there must be something radically wrong to account for this, and it is the duty of the directors to right that wrong. We need to be told that it was lack of capital. We need to be told that it was lack of capital, but we need down the par value of our shares and rearranged our finances, but we are no better off. I think we must look elsewhere for the cause. To turn to accounts the net profit for 1902 was Tails 1,220; for 1903 Tails 26,159; this year it was Tails 14,223, surely a falling off of which we have had no reasonable explanation. With this year's report we find the war, coupled with our old enemy, the tight money and high cost of cotton, made the year a year of loss. As a result of the war we have had a demand for our goods that we do not often experience, and as far as I can gather our cotton yarn must have benefited also. As regards the Russo-Chinese Bank overdraft account, I notice with regret that the directors have been unable to reduce this very heavy item beyond a paltry Tails 1,600, notwithstanding that new debentures to the extent of Tails 27,600 have been taken up. How can we expect the public to put their money into these debentures as long as we are under such a very heavy obligation to the Bank? Loan account, Tails 80,000; this is a new account, and I think the directors have strained every nerve before committing the company to further indebtedness; it means more interest, and as it is, we find the life blood of the concern used to pay our enormous interest bill, which has risen in the last three years from Tails 33,454 to Tails 42,674. On the other side of the balance-sheet I have only to refer to two items viz: (first) stocks on hand, and (second) directors' advance money and dear cotton, when we find we have been launched out in stock to the enormous extent of Tails 202,877. I think I am right in saying that this is a higher figure than any we have ever had since the mill severed its connection with the American Trading Company, and in view of the position of cotton I think the directors have made a grave error in so doing. A hand-to-mouth policy was surely the safest line to pursue until we have plenty of working capital on a phenomenally low price of cotton should tempt us to speculate. The second item I wish to refer to is the spinning mill. I wish to refer to the books at Tails 15,000, I standing in the books at Tails 15,000. The working of the spinning plant might not be so reported in the accounts that shareholders might judge whether it is a valuable adjunct to the mill or not. This has not been done; we can only say, my dear gentlemen, that I find out whether it is worth it to the Tails 15,000 that we value it at. Does it pay us eight per cent on its book value, or if not, can we realise Tails 15,000 for it. I wish to detain you for just one moment more. I want to ask another question; whether it is a fact that Chinese cotton is bought in Shanghai, and directly shipped to Japan, paying freight and export duty, spun there and returned to Shanghai, which means another freight and an import duty; whether such yarn can and does compete successfully with our own spinings, and whether, if such is the case, the directors are taking any steps to find out how it is done. In conclusion I have only to refer to one more matter that I would much rather not have touched upon, but the Chairman having failed to refer to it, I must. It has been our custom to hold our annual meeting in the month of November; this year I am given to understand the reason that we are a month late, is that both the Chairman and Vice-Chairman were absent from Shanghai, revealing an indifference toward the company's affairs that I think greatly to be deplored.

The Chairman, replying first to Mr. Moore's final remark, regretted that the meeting was held later than usual, but the postponement was caused by the unfortunate illness of the Chairman (Mr. J. L. Scott) and that he (the Chairman) was away on a holiday when Mr. Vice-Chairman was away on the importation of Scott's silk.

In regard to the importation of yarn from Japan at cheap rates, the directors had been doing their best to meet the competi-

tion, but owing to the high protective tariff in Japan, the manufacturers there were able to dump their surplus, which was practically a bounty-fed yarn, on the China coast. The company seemed to hold large stocks as Mr. Moore had said, but the stocks represented purchases to cover sales already made at a profit; the directors considered it the proper course to cover their sales in that way rather than risk the market.

Mr. Moore said he was quite in agreement with the Chairman on that point. The Chairman said in regard to the spinning mill it was hardly to be expected that the directors would give publicly the details of its working, but the mill represented a splendid investment; if Mr. Moore cared to call on the Secretary next morning he could obtain all the details he required.

The following resolutions were then carried without further comment:—  
Proposed by the Chairman, seconded by Mr. Peate: That the report and accounts as presented be accepted and passed.

Proposed by Mr. Jameson, seconded by Mr. Lin Chang-yun. That Mr. J. L. Scott be re-elected a director.

Proposed by Mr. Selby Moore, seconded by Mr. Young: That Mr. A. R. Isaacs be re-elected auditor.

The meeting then terminated.

## JAPANESE POLICE METHODS.

On December 15, reports the *Kobe Chronicle*, a most extraordinary occurrence took place on the Kobe Hill, which certainly seems to call for some explanation. A lady and her adopted daughter recently moved from one house to another. A small bill—amounting to some Y13 for milk supplied—had been owing. The debt was fully admitted, and a boy, the ladies were aware that they might be called upon to appear at the Sabaisho, when the circumstance would be explained. We mention the debt because it makes the subsequent proceedings appear all the more remarkable. From the facts we are able to gather it seems that the younger lady to whom the household affairs are entrusted, had been very unwell, and for this reason, together with the fact that they had had the bother of removing, any notices in Japanese which might have come from the Sabaisho were overlooked. Yesterday at 8.30 a.m., while the ladies were at breakfast, three police officials arrived, one in uniform, and informed the younger of the ladies that she must come to the Sabaisho about the debt. At first she declined, as she thought no notice had been given, and pupils were due to arrive in a few minutes. She was told, however, that the officials could not wait. When the Sabaisho officers that you must come, you must come at once. The elder lady went to consult a friend who lives a few doors away and the younger went to the back of the house. Just as she was looking out of the back entrance two of the officials came up, and, seizing her by both wrists dragged her along the road. She told them that she had been unwell, and promised that she would go to the Court with them if they would allow her to get her hat. She had only house slippers on. The officials declined to accede to her requests, and forcibly dragged her for some distance. She begged that they procure her a rikisha, and this was allowed. She was pushed into the vehicle, the hood was placed over it, and the young lady, escorted by the police officials, was conveyed through the streets to the Court. When the officials returned she found to her dismay that her adopted daughter had been taken away and she of course proceeded to the Court, where after a long examination the little matter of the debt was settled.

We understand the police allege that a receipt was taken up without the debt being paid, and this appears an inadequate explanation of the proceedings. A suit for the recovery of a debt is a civil process, not a criminal proceeding, and if the person summoned does not appear, judgment goes by default. It will be interesting to have an explanation by the police of an incident that at present appears inexplicable.

## AN AUSTRALIAN WAR SCARE.

Something in the way of a scare was caused a few weeks ago by a report from the Resident of Thursday Island to the effect that two Russian warships had been seen within sixty miles of the island. On receipt of this information Admiral Farnshaw decided to institute a search for the purpose of identifying the cruisers, and also of protecting British commerce from undue interference. He therefore wired the commander of the *Pyrites* then lying at Esirine, and instructing him to proceed to Torres Straits and investigate the report. Since the commencement of the war, a large quantity of fodder and foodstuffs has been loaded in Australian ports; some of the vessels have cleared for Japanese ports outright, whilst others, principally those regularly employed in the Eastern trade, have cleared for Hongkong. The question of contraband has naturally been raised. The Controller of Customs, on taking advice from the Crown Law officials, decided that his department was not called upon to interfere with these cargoes, and that any risk run in connection with these shipments lay entirely with the shippers. As a matter of fact both Russia and Japan have drawn fodder supplies from the Commonwealth. On receipt of the report it was at once assumed that the cruisers had come down to Australian waters to interfere with these cargoes, and that one or more of the vessels which were known to be then loading or en route to the East. The *Chongqing*, *Eastern*, both recently arrived from Hongkong, report having seen nothing of these mysterious vessels. The Dutch Government, about this time of year, sends one or more of their vessels on a cruise around the settlements in the Eastern Archipelago, and it is more than likely the two supposed Russian cruisers will turn out to be of Dutch nationality. At any rate nothing of an alarming nature has since transpired.

## NORTH SEA FISHERMEN.

North Sea fishermen, says a home paper, have always dangers enough to face without the added terror of bombardment from panic-stricken Russian cowards. For years past the ever-hungry sea has taken, on an average, one British fisherman each working day. The annual toll of lives is close upon three hundred, and sometimes in a great gale hundreds will be drowned in a few hours. There are only three fleets of English trawlers—the "Gamecock" fleet, which was first used by the Russians; the "Great Northern" fleet, and the "Red Cross" fleet. Each fleet is composed of fifty steam-trawlers—boats 105ft. long, manned by nine hands, and costing about £300. All these boats hail from Hull, and work on the Dogger Bank, in the middle of the North Sea. There are, of course, hundreds more English trawlers, and our men scour the sea from the Spanish coast to Iceland in search of fish; but all the other boats work singlehanded, and bring home their own catches. These three fleets work together, each under an admiral, who orders where and how they shall fish, and they are attended by steam carriers, who bring their catches back to the ports every day.

## CHARLES FORDE'S BILE BEANS.

WHAT THEY ARE AND WHAT THEY DO.

The amazing richness of the Australian Continent in healing roots and herbs has long been the wonder of scientists. For untold ages the natives of that country had only the juices and essences of these roots and herbs for medicine. How effective they proved, even in their crude form, is evinced by the extraordinary health which the natives enjoyed, borne out by Captain Cook, the discoverer of Australia.

Not only from the writings of such men as Captain Cook, but from their own observations, scientists have for a long time been aware of the great superiority of vegetable medicines over those containing mineral poisons; and some years back, Mr. Charles Forde, an eminent scientist, conceived the idea of so utilizing the essences of certain Australian plants that their healing properties might be made useful to modern man. By long and careful investigation and experiment, he at last gained the knowledge required. He found himself the discoverer of a natural vegetable substance which acted on the liver and digestive organs directly and more effectively than any medicine known. The best laboratories, the most modern plant, and all that science dictated as being best for the purpose was requisitioned in the compounding of this substance into convenient medicine form, and the result of it all was the production of a few years back of the most perfect medicine of modern times. This medicine was produced in the form of small beans, which, being prepared for action on the liver, were called "Bile Beans."

Being the product of recent science, Bile Beans, on their first appearance, experienced a hard fight of science versus quackery; but the issue was soon decided by the public, with the result that Bile Beans began to rapidly displace the old, imperfect, and in some cases harmful medicines which have been in use for fifty or sixty years, and which, like all old forms, are behind the times, and correspondingly imperfect. Most of these remedies contain bismuth, iron, or some harmful animal or mineral substance, and if taken in quantities, produce evils worse than those they may temporarily relieve. Bile Beans, without the slightest discomfort, prompt the liver and digestive organs to act in nature's normal way, leaving those organs strengthened and stimulated to continue the performance of their duties without further assistance. They produce a gentle action on the bowels, ridding the system of all impurities. Their price brings them within the reach of all and they are the safest family medicine.

Bile Beans cure biliousness, indigestion, debility, constipation, piles, liver disorder, malarial fever, influenza, chills, spasms of the stomach, diarrhoea, fulness after meals, wind, nervous disorders, "that tired feeling," rheumatism, neuralgia and sciatica, kidney and urinary disorders, sleeplessness, headache, bad breath, anaemia, sickness of the stomach, blood impurities, pimples, ulcers, scurvy, etc., and all ailments arising out of a disordered liver and faulty assimilation. Of all Chemists at 75 cents (M-x) per bottle. [2010-3]

## RUMKAT PERE & FILS, REIMS.

Established 1719, CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAURE, WEGENER & Co., Sole Agents.

(Hongkong, 18th May, 1904. [21])

## DAVID CORSAI & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNOLD, KARBURG & CO., Sole Agents.

2925)

## THE SWATOW GRASS CLOTH SILK

and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 5th June, 1904. [216]

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

## E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

## FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,	KARIM,
Large Size \$5.00 per 100	Large Size \$3.75 per 100
Gold Tippee—Medium Size	Medium Size \$3.50
\$3.75 per 100	TRABIT,
ZAFAR,	Large Size \$3.00 per 100
Large Size \$4.50 per 100	Medium Size \$2.75 per 100
Medium Size \$4.20	



SOLE AGENTS FOR HONGKONG:

## KRUSE & CO., CONNAUGHT HOUSE.

1615)

## JAPAN COALS.

## MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 109, HOUSE STREET

OTHER BRANCHES:—New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Changhai, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomura, Moji, Wakanabe, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanda, Fujimoto, Yamada, Mannoura, Onoura Otani, Sasahara Tanaburo, Yoshinotani, Yoshiko, Yanoichiba, and other Coals.

S. MINAMI, Manager, Hongkong.

## BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

## MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 18th March, 1904. [2265]

## "TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—  
MANAGERESS,  
Macdonnell Road

or  
FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1904. [171]

## BOARD AND RESIDENCE.

## COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedders Hill.

Hongkong, 1st January, 1902.

## SI ENTING.

SURGEON DENTIST.

No. 10, DAGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [222]

## MITSU BISHI DOCKYARD

AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C. Scotts and Engineering Codes

Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA)

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGI)

Can take vessels up to 1,000 tons gross.

## THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE

STEAMER, 712 TONS GROSS, FITTED

with POWERFUL SALVAGE PLANT

READY AT SHORT NOTICE

1793

## CARBOLINEUM-AVENARIUS

FOR PAINTING CARRIAGES IN



SHIPPING.

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH.

**ARRIVALS.**  
AUSAGRA, British str., 2,166, A. D. Moody, 27th Dec.,—Moji 21st Dec., Coal.—M. B. Kaishu.  
AUSTRALIAN, French str., 6,569, H. Verrou, 28th Dec.,—Marseilles 27th Nov. and Saigon 24th Dec., Mails and General.—Messageries Maritimes.  
DR. HANS JURG KRAKE, Norwegian str., 691, H. E. Larsen, 28th Dec.,—Manila 24th Dec.,—E. A. Trading Co.  
EISE, German str., 903, J. Petersen, 27th Dec.,—Haiphong and Hanoi 26th Dec., Rice.—Jensen & Co.

GIBLA, Austrian str., 2,640, G. Damjanovich, 28th Dec.,—Kobe and Shanghai 24th Dec., General.—Sander, Wierler & Co.  
HAITAN, British str., 1,183, Roach, 28th Dec.,—Canton 25th Dec., General.—Douglas Lapaik & Co.  
HANGSANG, British str., 1,356, Wilde, 28th Dec.,—Shanghai 24th Dec. and Swatow 27th Dec., General.—Jardine, Matheson & Co.  
JACOB DIEDERICHSEN, German str., 623, B. Ohlsen, 28th Dec.,—Swatow 27th Dec., General.—Jensen & Co.  
LAISANG, British str., 3,460, E. J. Tadd, 27th Dec.,—Calcutta 10th Dec. and Singapore 21st Dec., General.—Jardine, Matheson & Co.  
RUBI, British str., 1,611, R. W. Almond, 28th Dec.,—Manila 24th Dec. and Swatow 27th Dec., General.—Shewan, Tomes & Co.  
TELEMACIUS, British str., 1,340, J. Williamson, 28th Dec.,—Saigon 22nd Dec., Rice and General.—Chinese.  
TONGKANG, British str., 1,640, R. C. D. Bradley, 28th Dec.,—Wulu 23rd Dec., Rice and Beans.—Jardine, Matheson & Co.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
28th December.  
Dunov, Austrian str., for Kutchinctan.  
Hangsang, British str., for Canton.  
Kashing, British str., for Kobe.  
Massapequa, British str., for Shanghai.  
Tungyang, British str., for Canton.

**DEPARTURES.**  
28th December.  
ATHENIAN, British str., for Vancouver.  
BRUNHILDE, German str., for Bangkok.  
ELISABETH RICKMER, Ger. str., for Bangkok.  
ESANG, British str., for Shanghai.  
FADANG, British str., for Sourabaya.  
GREGORY APGAR, British str., for Calcutta.  
MEDAN, German str., for Chimalpa.  
MEKFOO, Chinese str., for Shanghai.  
PALANCOOTA, British str., for Rangoon.  
PELUS, British str., for Nagasaki.  
RAJABURI, German str., for Bangkok.

**VESSELS IN DOCK.**  
28th December.  
ABERDEEN DOCK.—Clear II.  
Kowloon Dock.—U.S.S. Fathomer, Agent, Coast Hue, Indravelli, Empress of China, Cosmopolitan Dock.—S.M.S. Sperber.

**VESSELS ON THE BERTH.**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW.  
"HAICHING."  
Captain Hodgins, will be despatched for the above ports TO-DAY, the 29th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPAIR & CO., General Managers. Hongkong, 28th December, 1904. [3066]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"GIFLA."  
Captain Damjanovich, will be despatched as above TO-DAY, the 29th inst., P.M. For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents. Hongkong, 28th December, 1904. [3]

**REGULAR SERVICE TO NEW YORK.**  
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG, 1904.  
About 30th Dec.  
"SHIMOSA" ... 30th Dec.  
"GHAEZE" ... 25th Jan.  
"SATSUMA" ... 5th Feb.  
For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 28th December, 1904. [377]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"BENGAL."  
Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 31st December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 6522 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London &c., will be conveyed from Bombay by the E.M.S. "Oriental," due in London on the 12th February, 1905. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 19th December, 1904. [1]

VESSELS ADVERTISED AS LOADING.					
To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.					
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.					
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO
LONDON, &c., VIA PORTS OF CALL.	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.
LONDON & ANTWERP.	BENLOMOND	Brit. str.	—	Clark	GIBB, LIVINGSTON & CO.
AMSTERDAM, LONDON & ANTWERP.	MOYUNE	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP.	HYSON	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE
AMSTERDAM, LONDON & ANTWERP.	PHIAN	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE
MARSEILLES, &c., VIA PORTS OF CALL.	DUMBEA	French str.	—	Charbonnel	MESSAGERIES MARITIMES
DIEMEN, VIA PORTS OF CALL.	SEYDLITZ	Ger. str.	—	C. Dewers	MELBOURN & CO.
HAVRE & HAMBURG.	ARMENIA	Ger. str.	k. w.	Forst	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG.	C. FERD. LAEISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG.	STICHELIA	Ger. str.	k. w.	Tordelund	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG.	ARCADIA	Ger. str.	k. w.	Fischer	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG.	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG.	RHENANIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG.	SAMBIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINIE
THIESTE, &c., VIA SINGAPORE, &c.	GIBLA	Aust. str.	—	Damjanovich	SANDER, WIELER & CO.
GENOA, MARSEILLES & LIVERPOOL.	HECTOR	Brit. str.	1 m.	Edmondson	BUTTERFIELD & SWIRE
NEW YORK, VIA PORTS & SUEZ CANAL.	SHIMOSA	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & CO., LTD.
NEW YORK, VIA PORTS & SUEZ CANAL.	SENDOA	Brit. str.	—	Standard Oil Co.	STANDARD OIL CO.
NEW YORK VIA SUEZ CANAL.	NAS ISSA	Brit. str.	—	Shewan, Tomes & Co.	SHEWAN, TOMES & CO.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	1 m.	E. Beetham, R.N.E.	CANADIAN PACIFIC R. CO.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	EMPEROR OF CHINA	Brit. str.	2 m.	T. W. Garlick	CANADIAN PACIFIC R. CO.
PORTLAND, OREGON.	TREBONT	Brit. str.	—	Wagner	DODWELL & CO., LIMITED
AUSTRALIAN PORTS.	NICOMEDIA	Brit. str.	—	Gibb	PORTLAND & ASIATIC S.S. CO.
KOBE.	TAIYUAN	Brit. str.	1 m.	Harder	GIBB, LIVINGSTON & CO.
MOBE.	KASHING	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE
SHANGHAI.	TAIYUAN	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE
SHANGHAI VIA SWATOW.	KWONGSANG	Brit. str.	—	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.
SHANGHAI DIRECT.	LOKSANG	Brit. str.	—	P. & O. S. N. Co.	P. & O. S. N. CO.
FOOCHOW, VIA SWATOW & AMOY.	COROMANDEL	Brit. str.	—	Osaka Shosen Kaisha	OSAKA SHOSEN KAISHA
TAMSUI, VIA SWATOW & AMOY.	FRITHJOF	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSEN KAISHA
ANPING, VIA SWATOW & AMOY.	M. STRUVE	Jap. str.	—	T. Brandt	OSAKA SHOSEN KAISHA
SWATOW, AMOY & FOOCHOW.	DECIMA	Jap. str.	—	Schlaikier	OSAKA SHOSEN KAISHA
MANILA.	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAPAIR & CO.
MANILA.	HAITAN	Brit. str.	2 h.	Roach	DOUGLAS LAPAIR & CO.
MANILA.	LOKSANG	Brit. str.	—	Wegall	JARDINE, MATHESON & CO.
MANILA.	RUBI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.
MANILA.	TAMING	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE
MANILA.	TREBONT	Brit. str.	—	T. W. Garlick	DODWELL & CO., LTD.
JAVA PORTS.	ZAFIRO	Dut. str.	—	R. Rodger	SHEWAN, TOMES & CO.
STRAITS & CALCUTTA.	TAIYAN JAP	Dut. str.	—	Tidd	JAVA-CHINA JAPAN LINE
	LAISANG	Brit. str.	—		JARDINE, MATHESON & CO.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI TO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON  
"NICOMEDIA" 4,370 Wagner January 9th, 1905.  
"NUMANTIA" 4,370 Bremer January 31st, 1905.  
"ARABIA" 4,483 Behle February 20th, 1905.  
"ARAGONIA" 5,198 Scheldt March 12th, 1905.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 17th December, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.  
FOR STEAMERS TO SAIL.  
+ SHANGHAI VIA SWATOW "KWONGSANG" Thurs, 29th Dec., 4 P.M.  
+ SHANGHAI DIRECT "LOKSANG" Fri, 30th Dec., 4 P.M.  
+ MANILA "LOONGSANG" Fri, 30th Dec., 4 P.M.  
+ STRAITS & CALCUTTA "LAISANG" Wednes, 4th Jan, 3 P.M.  
\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., GENERAL MANAGERS.  
Hongkong, 28th December, 1904. [1938]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 11th Jan.  
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 25th Jan.  
R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 8th Feb.  
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 8th Mar.  
R.M.S. "ATHENIAN" 3,822 Tons WEDNESDAY, 15th Mar.  
Hongkong to London, 1st Class ... via St. Lawrence ... via New York, 262.  
Intermediate on Steamers, ... 240. ... 242.  
1st Class Rail ...

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.  
For further information, Map, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent, 9, ...

OSAKA SHOSEN KAISHA REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
FOR STEAMERS LEAVING  
ANPING, VIA SWATOW "DECIMA" FRIDAY, 30th  
AND AMOY "SCHLAIKIER" Dec, at Daylight.  
TAMSUI, VIA SWATOW "FRITHJOF" SUNDAY, 1st Jan.  
AND AMOY "H. A. HARALDSEN" at Daylight.  
FOOCHOW, VIA SWATOW "TRIUMPH" WEDNESDAY, 4th  
AND AMOY "A. HANSEN" Jan, at Daylight.  
TAMSUI, VIA SWATOW "M. STRUVE" SUNDAY, 8th Jan.  
AND AMOY "T. BRANDT" at Daylight.  
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-mentioned chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.  
Hongkong, 27th December, 1904. T. ARIMA, Manager. [15]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATE.  
ARMENIA { HAVRE and HAMBURG } On 1st Jan. Freight.  
Capt. Forst { Calling at Singapore, Penang and Colombo }  
C. FERD. LAEISZ { HAVRE and HAMBURG } On 10th Jan. Freight.  
Capt. von Hoff { Calling at Singapore, Penang and Colombo }  
AMERICA { HAVRE and HAMBURG } On 22nd Jan. Freight.  
Capt. Porzelius { Calling at Singapore, Penang and Colombo }  
STHONIA { HAVRE and HAMBURG } On 27th Jan. Freight.  
Capt. Hildebrandt { Calling at Singapore, Penang and Colombo }  
ARADIA { HAVRE and HAMBURG } On 7th Feb. Freight.  
Capt. Forst { Calling at Singapore, Penang and Colombo }  
ANDALUSIA { HAVRE and HAMBURG } On 21st Feb. Freight.  
Capt. Filler { Calling at Singapore, Penang and Colombo }  
RHENANIA { HAVRE and HAMBURG } On 7th Mar. Freight & Passengers.  
Capt. Behrens { Calling at Singapore, Penang and Colombo }  
SAMBIA { HAVRE and HAMBURG } On 21st Mar. Freight.  
Capt. Luning { Calling at Singapore, Penang and Colombo }  
For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE HONGKONG OFFICE, NO. 1, QUEEN'S BUILDINGS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.  
LONDON, &c. { BENGAL } Noon, 31st } See Specia  
G. Phillips } December } Advertisement.  
SHANGHAI { COROMANDEL } About 31st } Freight and  
G. M. Montford, R.N.E. } December } Passage.  
For further Particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 27th December, 1904.

NORTHERN PACIFIC LINE. BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.  
Steamer. Tons. Captain. Sailing Date.  
TREMONT 9,606 T. W. Garlick January 14th  
LYRA 4,417 G. V. Williams February 9th  
PLEIADES 3,753 F. G. Purington March 4th  
+ Cargo only.  
FOR MANILA.  
The largest, steadiest, and most comfortable steamers for Manila.  
S.S. TREMONT 9,606 tons T. W. Garlick About 3rd January.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.  
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 20th December, 1904. [7]

"BEN" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP.  
THE Steamship  
"BENLOMOND."  
Captain Clark, will be despatched as above on or about the 10th January, 1905.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 13th December, 1904. [2398]  
COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.  
THE Steamship  
"DUMBEA."  
Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 10th January, 1905, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "AUSTRALIEN" 24th January, 1905.  
S.S. "SALAZIE" 7th February, 1905.  
L. BRIDOU, Acting Agent.  
Hongkong, 28th December, 1904. [2]  
AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL. PROPOSED SAILINGS.  
About  
S.S. "RAS ISSA" ... 20th Jan., 1905.  
S.S. "CLAVERDALE" ... 30th Jan., 1905.  
For freight and further information apply to  
SHEWAN, TOMES & CO., General Agents.  
Hongkong, 8th November, 1904. [2634]

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT THE MALABAR COAST.  
THE Steamship  
"SENECA."  
will be despatched as above on or about the 25th January, 1905, instead of as previously advertised.  
For Freight & further information, apply to  
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.  
Hongkong, 13th December, 1904. [2-99]  
NATAI LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1897.

HONGKONG-MACAO LINE.  
S.S. "WING CHAI."  
Captain T. Austin, R.N.R.  
THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days, about 2.30 P.M. and on Sundays at 6.30 P.M.  
Fares—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
Every Sunday will be on Excursion, at the following rates:  
1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.  
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.  
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
MING ON & CO. 2nd Floor, 16, Victoria Street. Hongkong, 7th October, 1904. 29  
FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG."  
951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD. No. 147, Connaught Road Central. Hongkong, 15th March, 1904.

HONGKONG-CANTON LINE.  
THE British Steamship  
"YING KING."  
Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY WEDNESDAY and FRIDAY EVENING at 9 P.M. and returning from Canton every following evening at 5 P.M.  
1st Class ... \$3.00 for Single journey  
2nd ... 1.50  
Meals ... 1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD. No. 216, Wing Lok Street. Hongkong, 27th February, 1904.







## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until so interrupted.

Telegraphic Address: PRESS. Codes: A.B.O., 6th Ed. Telephone: 1111.

P.O. Box 33. Telephone No 12.

## NEW ADVERTISEMENTS

## NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 258, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY and TUESDAY, the 2nd and 3rd January, 1905.

Hongkong, 29th December, 1904. [3012]

## TO LET.

GODOWNS No. 100 and 101, Praya East, with Water Frontage.

Apply to—

VICTORIA BUILDINGS.

Hongkong, 29th December, 1904. [3013]

## SWATOW DISTRICT.

## LOCAL NOTICE TO MARINERS.

WRECK OF THE S.S. "WORKFIELD."

NOTICE IS HEREBY GIVEN that the Wreck of the British Steamer Workfield lies sunk in about 18 fathoms at low water spring tides.

Cape of Good Hope bearing N. 45° W. 15 Miles. (Approximate).

A. HOLZ, Harbour Master.

Approved, FRANK SMITH, Acting Commissioner of Customs.

Custom House, Swatow, 27th December, 1904. [3014]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

SATURDAY, the 31st DECEMBER, 1904, at 11.30 A.M., at his SALES ROOMS, Duddell Street,

A QUANTITY OF ENGLISH BOOTS AND SHOES.

Comprising:—

BROWN KID, BROWN GLACE, BLACK, BOX KID, BLACK CALF, BLACK KID, BLACK GLACE, &c., &c., &c.

A Quantity of MESS GEAR OF H.M.S. BRAMBLE and BRITOMART, comprising:—ELECTRO-WARE, KITCHEN UTENSILS, TABLE LINEN, &c., &c.

On View from Friday, the 30th December. TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer. Hongkong, 29th December, 1904. [3015]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Shaw, will be despatched for the above ports on WEDNESDAY, the 11th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th December, 1904. [3016]

STEAMSHIP "AUSTRALIEN," COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. Matapan, and Charante, from Havre ex s.s. Matapan, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 28th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 4th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th January, or they will not be recognized.

All damaged packages will be examined on Wednesday, the 4th January, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU, Acting Agent.

Hongkong, 28th December, 1904. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports. Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, of the 30th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 28th December, 1904. [1933]

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Rosch, will be despatched for the above ports TO-MORROW, the 30th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARTRAK & CO., General Managers.

Hongkong, 28th December, 1904. [3011]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"GISELA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 4th January, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th January, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 28th December, 1904. [3]

AT THE CATHOLIC UNION, GLENEALY.

GRAND CHRISTMAS PANTOMIME.

LI BABA, or the FORTY THIEVES,

in Aid of Funds to provide Xmas Treats to 700 Poor Children and 200 Poor Old People.

Dates of Performance. Price of Admission.

WEDNESDAY, Jan. 4, 9 P.M. \$1

FRIDAY, " 5 " " \$1

SATURDAY, " 6 " " \$1 & children 50c.

Tickets can be had at the above address, where the plans of seats are on view.

Seats Booked for the 2nd pro. are cancelled.

Hongkong, 21st December, 1904. [2953]

## WANTED.

FOR January, or earlier, a First-class HOUSE of Five or Six Rooms. Good Location. Willing to pay \$200 for suitable place.

Apply to—

M. Care of Daily Press Office.

Hongkong, 2nd December, 1904. [2801]

## WANTED.

ELDERLY MAN, Portuguese, Parson or other, as factory STOCKKEEPER and TIMEKEEPER.

Apply—

ROBINSON PIANO CO., LD.

Hongkong, 21st December, 1904. [2949]

## SITUATION WANTED.

YOUNG COMPETENT ACCOUNTANT, Six Years' Eastern experience, good knowledge of Shipping, Insurance, &c., requires Permanent Position. Highest credentials and bond if necessary.

Apply—

Care of Daily Press Office.

Hongkong, 24th December, 1904. [2880]

## WEISMANN LTD.

34, QUEEN'S ROAD CENTRAL.

BEG to inform the Public of Hongkong and Kowloon that they have just received a Fine Stock of

ASSORTED CHOCOLATES AND CANDIES

from the different Leading Firms in Europe and America, which are new on show at their premises; also all sorts of

HOME MADE CANDIES AND CHOCOLATES

of the Finest Quality, Loose or in Boxes.

SUCHARD'S CHOCOLATES, the best in the World having just arrived.

All kinds of FANCY CAKES, &c. Orders taken for any kinds of Special Cakes or Puddings.

An early inspection is invited, so that you may give your order in time for filling before the New Year.

H. WEISMANN, Manager.

Hongkong, 28th December, 1904. [3001]

IF JULIA GRAY or MRZIES will communicate with the undersigned she will hear of something to her advantage. The above was last heard of in Hongkong about the year 1893. Her husband Henry Menzies was then master of the S.S. "Yess" trading with Hongkong.

Any information as to either of these persons or their Children will be gratefully received by their relatives.

JOHN HASTINGS, Solicitor, 38, Queen's Road Central, Hongkong, [2985]

## JUST ESTABLISHED.

(Telephone No. 467.)

## WING SUN &amp; CO.,

No. 54, QUEEN'S ROAD CENTRAL (Premises formerly occupied by Messrs. C. J. Ganpp & Co.)

HIGH-CLASS TAILORS & OUTFITTERS, SHIRT & BREECHES MAKERS.

Fit, Quality, Workmanship Guaranteed. Prices Very Moderate.

Now Showing:—New lot of Tweed Suitings, Trousers, and Fancy Vestings.

Also Smart Neckwear, Stylish Boots and Shoes, and Fashionable Hats and Caps in Highest Grade.

Inspection Invited.

Hongkong, 5th August, 1904. [1912]

## THE AMERICAN SYSTEM

## DENTISTRY

DR. M. H. CHAUN, 37, DES VOUX ROAD CENTRAL, HONGKONG (From the University of Pennsylvania, U.S.A.) Hongkong, 3rd June, 1904 [2161]

## INTIMATIONS

THEATRE ROYAL, CITY HALL.

RETURN OF THE LITTLE FAVOURITES.

FOR SIX NIGHTS ONLY.

POLLARD'S LILLIPUTIAN

OPERA COMPANY.

TO-NIGHT (THURSDAY) and TO-MORROW (FRIDAY), DECEMBER 29th and 30th,

"THE LADY SLAVEY."

SATURDAY, DECEMBER 31st and MONDAY, JANUARY 2nd, (For the First-time in Hongkong).

"KING DJDO."

MATINEE SATURDAY, at 3.30 P.M. "THE LADY SLAVEY."

PRICES AS USUAL.

Box Plans at the ROBINSON PIANO CO. Hongkong, 27th December, 1904. [2927]

NOTICE.

THE Undersigned has just received a Small Consignment of PORT WINE, direct from Portugal.

Price List on application.

J. M. G. PEREIRA, 12, Shelley Street, Hongkong, 28th December, 1904. [3000]

A. S. WATSON & CO., LIMITED. ESTABLISHED 1841. AERATED WATER MANUFACTURERS.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

A. S. WATSON & CO., LIMITED, Aerated Water Manufactory, Des Vaux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water in Bombay Bottles 1.80

Potash Seltzer and B.P. Soda 1.80

Lemonade 1.80

Tonic Water 1.80

Lithia Water 1.80

Ginger Ale 1.80

Lemon Squash 1.80

Raspberries 1.80

Stone Ginger Beer 1.80

Hongkong, 28th December, 1904. [3002]

THE VICTORIA DISPENSARY.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

THE VICTORIA DISPENSARY.

PRICE LIST.

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water in Bombay Bottles 1.80

Potash Seltzer and B.P. Soda 1.80

Lemonade 1.80

Tonic Water 1.80

Lithia Water 1.80

Ginger Ale 1.80

Lemon Squash 1.80

Raspberries 1.80

Stone Ginger Beer 1.80

Hongkong, 28th December, 1904. [3004]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 3rd January, 1905, at the Registered Offices of the Company, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st November, 1904. [2573]

QUAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of GRANITE and MARBLE FOR EXPORT. Dealers in Granite and Marble MONUMENTS. Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th October, 1899. [2458]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (THURSDAY), the 29th DECEMBER, 1904, at 2.30 P.M., at ("WOODLANDSIDE," Castle Road.)

The Residence of the Late Mr. F. D. GUEDES.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

PLUSH COVERED DRAWING ROOM SUITE (by Lane, Crawford & Co.), CONSOLE TABLES with BEVELLED MIRROR, HAT-STANDS with MIRROR, OVER-MANTELS with BEVELLED MIRROR, FANCY TABLES, PICTURES, ENGRAVINGS, ORNAMENTS, &c., &c., &c.

EXTENSION DINING TABLE, SIDE-BOARDS with BEVELLED MIRROR, DINNER WAGON, DINNER SET (almost new), CHIFFONIER with MIRROR, CANE SEAT DINING CHAIRS, CARPET BLES, MARBLE-TOP TABLES, &c., &c., &c.

DOUBLE and SINGLE IRON BED-STEADS, WARDROBES with BEVELLED MIRRORS, DRESSING TABLES with BEVELLED MIRROR, MARBLE-TOP WASHSTANDS, WRITING TABLES, &c., &c., &c.

GLASS, CROCKERY and PLATED WARE, &c., BATH-ROOM REQUISITES; Also

2 CARRYING CHAIRS; 2 RICKSHAS; 2 BICYCLES; 2 SEWING MACHINES; And

One COTTAGE PIANO by "Feyla" (in Good Condition).

TERMS:—Cash on delivery. On view from Tuesday, the 27th December. GEO. P. LAMBERT, Auctioneer.

Hongkong, 23rd December, 1904. [2975]

## FOR SALE

ENGINES AND BOILERS FOR SALE

THE Undersigned have for sale on moderate terms 2 ENGINES and 3 BOILERS from an Old French Gunboat, in good working order, and fit for seagoing steamers. Intending purchasers will please arrange terms with the CHING HOP SHIP, No. 133, Wing Lok Street, or the U WO TAI SHIP, No. 110, Des Vaux Road West, or the CHOY LEE SHIP, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.

Hongkong, 31st October, 1904. [2560]

## FOR SALE.

ONE VERTICAL ENGINE with Fly Wheel and Governor, one Cylinder 9½ inches diameter by 8 inch stroke.

One VERTICAL ENGINE with Fly Wheel and Governor, one Cylinder 12½ inches diameter by 18 inch stroke.

One VERTICAL ENGINE with Fly Wheel and Governor, two Cylinders 9½ inches diameter by 12 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel and Governor, one Cylinder 11½ inches diameter by 36 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel and Governor, one Cylinder 16 inches diameter by 30 inch stroke.

The above can be inspected, and all particulars obtained upon application to the Manager, Kowloon Dock.

Hongkong, 12th December, 1904. [2388]

## SITE AT PEAK FOR SALE.

FOR SALE, the Piece or Parcel of LAND close to Stewart Gap and Peak Church, containing 20,000 square feet there or thereabouts.

The ground is at present laid out as a Croquet Lawn and Bowling Green. It is enclosed in stone wall, and a Wooden Summer House, a Lawn Mower, and a Roller will be included.

For Terms, apply to—

TURNER & CO. Hongkong, 23rd December, 1904. [2973]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home work.

JEWELLERS

MAISON LEVY HERMANOS Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Lyons and Hanoi.

PHOTOGRAPHER



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL..	"PRIAM"	On 4th January.
GLASGOW and LIVERPOOL..	"WRAYCASTLE"	On 5th January.

## OUTWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 3rd January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.		

For Freight, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 7th December, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	On 29th December.
KOBE	"KASHING"	On 29th December.
MANILA	"TAMING"	On 3rd January.
KOBE	"TAIYUAN"	On 3rd January.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 20th January.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvarnished Table. A daily qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 28th December, 1904.

# IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.P.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
IN RUSSIA.

STEAMERS	SAILING DATES
SEYDLITZ	WEDNESDAY 4th January 1905
ROON	WEDNESDAY 18th January
BAYERN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINZESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUTPOLD	WEDNESDAY 29th March
PREUSSEN	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 4th day of JANUARY, 1905, at Noon, the Steamship  
"SEYDLITZ," Captain C. Döwries, with MALES, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 2nd January. Cargo and  
Specie will be received at the Agency's Office until 5 P.M. on TUESDAY, the 3rd January, and Parcels will  
be received at the Agency's Office until Noon on TUESDAY, the 3rd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 22nd December, 1904.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain S. Collington.
S.S. "SWANLEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain J. P. Dawson.
S.S. "IKBAL"	Captain W. B. Steele.
S.S. "ASCOT"	Captain M. Robertson.
S.S. "INKUM"	Captain C. E. Cox.
S.S. "SIKH"	Captain E. S. Pearce.
S.S. "SEALDA"	Captain J. Rowley.
	Captain Geo. Brown.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,  
AGENTS.**

Hongkong, 19th November, 1904.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon midships, Electric Light Perfect  
Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila.	Sat., 31st Dec., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 7th Jan., 10 A.M.

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.**

Hongkong, 24th December, 1904.

## NOTICE TO CONSIGNEES

FROM HAMBURG, ANTWERP,  
PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"  
Captain Hildebrandt, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to take  
immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day,  
the 23rd inst.

Any Cargo impeding her discharge will be  
loaded into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 30th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 30th inst., at 3 P.M.

No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office,  
Hongkong, 23rd December, 1904. [2979]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, E.C., at 8 A.M.

Optional Cargo will be landed here unless  
instructions are given to the contrary before  
1 P.M., To-day, the 24th inst.

Goods not cleared by the 31st inst., at 4 P.M.  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 24th December, 1904. [1]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"  
OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 1 P.M.,  
To-day, the 22nd inst.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 29th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on Thursday, the 29th inst., at  
9.30 A.M.

All Claims must reach us before the 3rd  
January, 1905, or they will not be recognised.  
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

**NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
AGENTS.**

Hongkong, 22nd December, 1904. [5]

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA CAPE OF  
GOOD HOPE.

THE Steamship

"MASSAPEQUA,"  
Captain H. Scott, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Wanchai  
Storing Company at Wanchai, and stored at  
Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 4th January, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 4th January, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**SHEWAN, TOMES & CO.,  
General Agents.**

Hongkong, 27th December, 1904. [2999]

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on or after the 26th inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 A.M., on the 30th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 31st inst., will  
be subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before the  
3rd prox., or they will not be recognised.

No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,  
Agents.**

Hongkong, 24th December, 1904. [10-11]

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship

"PRINSESSE MARIE,"  
OF THE EAST ASIATIC CO., LD., COPENHAGEN,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 1 o'clock,  
this Afternoon, the 24th inst.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 31st inst., will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on Saturday, the 31st inst., at  
9.30 A.M.

All Claims must reach us before the 5th  
January, 1905, or they will not be recognised.  
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

**THE EAST ASIATIC CO., LD.,  
MELCHERS & CO.,  
Agents.**

Hongkong, 24th December, 1904. [2995]

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"SOBRALENSE,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on or after the 24th inst.

Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M., on the 29th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 29th inst., will  
be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
1st prox., or they will not be recognised.

No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,  
Agents.**

Hongkong, 24th December, 1904. [10-11]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID  
ADEN, BOMBAY, COLOMBO, PENANG,  
AND SINGAPORE.

THE Company's Steamship

"CHINA,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed  
at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Levant ex s.s. *Amphitrite*, transhipped  
at Port Said.

From Venice ex s.s. *Venus*, transhipped at  
Trieste.

From Trieste ex s.s. *Imperator*, transhipped  
at Bombay.

From Zanzibar ex s.s. *Korber*, transhipped  
at Aden.

Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the undersigned before  
Noon, on the 30th December, or they will not  
be recognised.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the  
30th December, will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & CO.,  
Agents.**

Hongkong, 23rd December, 1904. [3]

## NOTICE TO SHIPPERS.

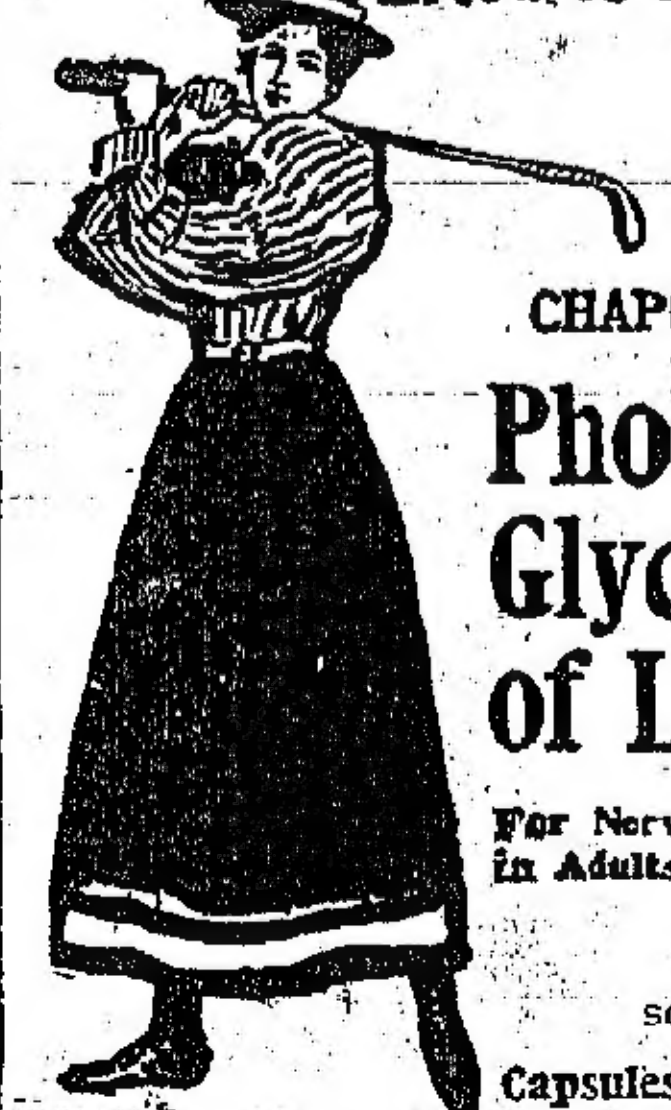
THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS IN THE UNITED STATES  
AND CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE  
as hereafter, by the steamers of the NIPPON  
YUSEN K. S. CO. BOSTON STEAMSHIP  
AND TOWBOAT CO.'S OCEAN S.S. CO.,  
and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Charter Road.

**A. S. MIHARA,  
Manager.**

Hongkong, 20th May, 1904. 2256

## FOR NERVOUS EXHAUSTION



CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime

For Nervous Troubles  
in Adults and Children

SOLD IN  
Capsules, in Syrup,  
and in Wine

Increases vital energy and nerve force.  
Full instructions with each bottle

**CHAPOTEAUT—PARIS, FRANCE**

2459—4

## SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,376, H. T. Worsnop,  
Hainan Island 1st Oct.—Gilmor & Co.

ABDOVA, British str., 2,370, W. L. Smith, 27th  
December.—Mojit 21st Dec., Coal.—Dodd-  
well & Co.

BEIGIAN KING, British str., 2,353, J. Hayton,  
2nd Dec.—Mojit 28th Nov., Coal.—Bradley  
& Co.

BOURBON, French str., 997, Sisco, 27th Dec.—  
Manila 24th Dec., Ballast.—Chinese.

BRUNHILDE, German str., 854, H. Sell, 23rd  
December.—Bangkok 16th Dec., Rice.—  
Sander, Wieler & Co.

CHIVUEN, Chinese str., 1,177, Charles Stewart,  
23rd Dec.—Shanghai 20th Dec., General.  
—Chinese.

CHOWFA, German str., 1,055, T. Spiesen, 23rd  
December.—Bangkok 17th Dec., General.  
Butterfield & Swire.

CLAVERING, British str., 2,154, Bartoo, 19th  
December.—Salina Cruz 14th Nov.—China  
Commercial S.S. Co.

CORTIC, British str., 2,744, R. Loboz, R.N.E.,  
27th December.—San Francisco 26th Nov.,  
and Shanghai 23rd December, General.—O.  
& S. N. Co.

DON OLA, British str., 2,820, M. N. English,  
15th Dec.—New York 16th Sept., Case Oil.  
—Standard Oil Co.

DUNAV, Austrian str., 2,492, Thainio, 22nd Dec.—  
Kutchinotzu 16th Dec., Coal.—M. B.  
Kusha.

ELAX, British str., 2,612, E. S. Baker, 12th  
December.—Aroo Bay 1st Oct., Bulk Oil.  
—Arnold, Karberg & Co.

EMAL LUKEN, German str., 1,160, H. Martens,  
21st Dec.—Samarang (Java) 10th Dec.,  
Sugar, and Cotton Seed.—Chinese.

EMPEROR OF CHINA, British str., 3,046, E.  
Bootham, R.N.E., 20th Dec.—Vancouver  
(B.C.) 25th Nov. and Shanghai 18th Dec.,  
Mails and General.—O. P. & Co.

FERNDENE, British str., 2,444, Fisher, 18th  
December.—Batoum via Colombo 4th Nov.,  
Petroleum.—Doddwell & Co.

GOLDMOUTH, British str., 4,363, Starkey, 1st  
December.—Batoum 25th October, Oil.—  
Doddwell & Co.

HATCHING, British str., 1,267, A. E. Hodgins,  
25th Dec.—Takao 24th Dec.—Douglas  
Lapraik & Co.

HALABAN, Dutch str., 385, J. Steendam, 6th  
December.—Pocohow 2nd Dec



